TIME IS IMPORTANT
Take TIME To Be SAFE

TERMINAL SUPERINTENDENT

G. B. COLEY.....Roseville

ASST. TERMINAL SUPERINTENDENTS

A. B. STONESIFER.....Roseville
L. F. WRIGHT.....Roseville

TRAINMASTERS

T. E. BILLINGSLEY.....Sacramento
R. S. BUNTING.....Sacramento
B. M. HART.....Roseville
R. L. KING.....Truckee

ASSISTANT TRAINMASTERS

H. B. FOWLER.....Colfax
L. H. NATIONS.....Sacramento

ROAD FOREMEN OF ENGINES

F. A. DENNEY, JR.....Roseville
D. J. GAUTIER.....Roseville

ASST. ROAD FOREMEN OF ENGINES

H. E. PECK.....Roseville
W. L. HARJES.....Roseville

CHIEF TRAIN DISPATCHER

L. C. HOLT.....Sacramento

S. B. BURTON
Assistant Superintendent, Sacramento

SOUTHERN PACIFIC COMPANY

SACRAMENTO DIVISION TIMETABLE

194

EFFECTIVE SUNDAY, SEPTEMBER 29, 1957
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

V. E. ANDERSON,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
Sacramento	Dr. W. W. Cress	Division Surgeon
Sacramento	Dr. A. F. Wallace	Associate Division Surgeon
Sacramento	Dr. B. A. Daley	District Physician and Surgeon
Sacramento	Dr. W. N. Becker	District Physician and Surgeon
Sacramento	Dr. E. K. Perkins	District Physician and Surgeon
Sacramento	Dr. J. W. Harris	District Physician and Surgeon
Sacramento	Dr. Herbert Kossner	Aurist
Sacramento	Dr. John J. Colbert	Oculist
Sacramento	Dr. C. Angella	Oculist
Orangevale	Dr. W. A. Grandstedt	District Physician and Surgeon
North Highlands	Dr. Ivan H. Rarick	District Physician and Surgeon
Roseville	Dr. L. E. Jones	District Physician and Surgeon
Roseville	Dr. J. F. McAnally	Asst. Dist. Physician and Surgeon
Roseville	Dr. John Swartley	Asst. Dist. Physician and Surgeon
Loomis	Dr. P. D. Barnes	District Physician and Surgeon
Newcastle	Dr. L. B. Barnes	District Physician and Surgeon
Auburn	Dr. H. L. Dixon	District Physician and Surgeon
Colfax	Dr. F. Lynn Smith	District Physician and Surgeon
Dutch Flat	Dr. W. B. Hardie	District Physician and Surgeon
Truckee	Dr. L. D. Nelson	District Physician and Surgeon
Truckee	Dr. B. R. King	Asst. Dist. Physician and Surgeon
Reno	Dr. Elwood Reno	Division Surgeon
Reno	Dr. Richard G. Sheretz	District Physician and Surgeon
Reno	Dr. L. E. Lombardi	District Physician and Surgeon
Reno	Dr. L. D. Nannini	Asst. Dist. Physician and Surgeon
Reno	Dr. George A. Magee	Oculist
Reno	Dr. G. R. Farrell	Aurist
Sparks	Dr. A. J. Roche	District Physician and Surgeon
Lincoln	Dr. N. A. Dubin	District Physician and Surgeon
Marysville	Dr. P. B. Hoffman	District Physician and Surgeon
Marysville	Dr. G. S. Delamere	Asst. Dist. Physician and Surgeon
Marysville	Dr. John A. Stonkus	Oculist and Aurist
Gridley	Dr. Sherwood Lawrence	District Physician and Surgeon
Biggs	Dr. A. R. Sears	Emergency Surgeon
Chico	Dr. Ted Oster	District Physician and Surgeon
Los Molinos	Dr. Wm. S. Davis	District Physician and Surgeon
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Davis	Dr. Leo A. Cronan	Emergency Surgeon
Davis	Dr. C. L. McKinney	Emergency Surgeon
Davis	Dr. T. Y. Cooper	Emergency Surgeon
Woodland	Dr. O. C. Railsback	District Physician and Surgeon
Arbuckle	Dr. H. S. Powis	District Physician and Surgeon
Williams	Dr. Charles F. Keith	District Physician and Surgeon
Willows	Dr. Fred M. Lawson	District Physician and Surgeon
Orland	Dr. T. S. Paulsen	District Physician and Surgeon
Corning	Dr. Gerald W. Ingle	District Physician and Surgeon
Colusa	Dr. John W. Scott	District Physician and Surgeon
Oroville	Dr. J. E. Patrick	Emergency Surgeon
Paradise	Dr. K. W. Rheingans	Emergency Surgeon
Paradise	Dr. Carson A. Mitchell	Emergency Surgeon
Folsom	Dr. F. E. Pratt	District Physician and Surgeon
Placerville	Dr. C. V. Soracco	District Physician and Surgeon
Yuba City	Dr. N. M. Loomis	District Physician and Surgeon
Yuba City	Dr. B. F. Miller	District Physician and Surgeon
Walnut Grove	Dr. Paul Barnes	Emergency Surgeon
Isleton	Dr. Godfrey Steinert	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL ..... SAN FRANCISCO
EMERGENCY ..... SACRAMENTO
EMERGENCY ..... ROSEVILLE
EMERGENCY ..... GERBER
EMERGENCY ..... SPARKS

WATCH INSPECTORS

San Francisco, C. D. Fabrin, Manager of Time Service, 65 Market St.

Sacramento.....H. T. Harger, 1026 K St.
Roseville.....W. F. Sugden
Auburn.....Harry Fuller
Sparks.....W. R. Adams & Son
Placerville.....Wm. J. Randolph
Woodland..Benson Jewelers, 532 Main St.
Willows.....Robt. E. Boyd
Orland.....L. Schnell
Oroville.....P. K. Schmidt
Marysville.....John J. Fargo, 317 D St.
Chico....Dupon's Jewelers, 240 Broadway

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment:												
SP....	Box—Express.....	41′	24									
SP....	Baggage.....	60′	48	40								
SP....	Baggage.....	61′		45								
SP....	Baggage.....	66′	65	54								
SP....	Baggage.....	70′	63									
SP....	Baggage and Mail....	60′	56									
SP....	Baggage and Mail....	66′	68	60								
SP....	Baggage and Mail....	69′	64									
SP....	Baggage and Mail....	70′	66									
SP....	Baggage and Psgr.....	60′	51									
SP....	Baggage and Psgr.....	61′		58								
SP....	Baggage—Horse.....	70′	67									
SP....	Baggage—Horse.....	80′	75									
SP....	Postal.....	40′	42									
SP....	Postal.....	60′	59									
SP....	Postal—Storage.....	60′	54									
SP....	Postal—Storage.....	61′	61									
SP....	Club.....	75′			83				80			
SP....	Club.....	77′				100				92		
SP....	Chair.....	60′	53		70				67			
SP....	Chair.....	72′			82		80		79		80	
SP....	Chair.....	73′			78				75			
SP....	Chair.....	74′			90		85	98	87		85	90
SP....	Coach.....	60′	50		67				64			
SP....	Coach.....	70′			78		76		75		76	
SP....	Coach.....	72′	60		81		79		78		79	
SP....	Coach.....	74′			87				84			
SP....	All Day Lunch.....	60′	51		63				60			
SP....	Cafe—Lounge.....	72′			86				83			
SP....	Diner.....	73′	79									
SP....	Diner.....	77′			92	100	85		89	92	85	
SP....	Diner.....	79′					88				88	
SP....	Diner.....	80′				105				97		
SP....	Lounge.....	75′			85		80		82		80	
SP....	Lounge.....	80′			95		93		92		93	
SP....	Observation—Lounge	75′					94				94	
SP....	Observation—Smoking	69′		78								
SP....	Observation—Smoking	72′			83				80			
SP....	Observation—Smoking	74′	78									
SP....	Official.....	Var.	79	79			96				96	
Pull...	Standard Sleeper.....	"			92	90		93	89	90		93
Pull...	Lounge.....	"			90	88		89	87	88		89
Pull...	Troop Sleeper.....	"	38									
Pull...	Troop Kitchen.....	"	39									
USA..	Kitchen.....	"	40									
USA..	Ward.....	"			90	87			87	79		
USA..	Dressing.....	"			86				83			
USA..	Mortuary.....	"	79									
USA..	Hospital (89200-01)...	"			84				81			
USA..	Hospital (89340-52)...	"			78				75			

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment—Con't.												
UP...	Box—Express.....	41′	22									
UP...	Baggage.....	69′	62									
UP...	Baggage.....	81′	68									
UP...	Baggage—Dormitory..	81′			76		79		73		79	
UP...	Chair.....	70′				86		89		78		86
UP...	Chair.....	74′						88				80
UP...	Club—Lounge.....	75′				92				83		
UP...	Diner.....	80′				95				87		
UP...	Lounge.....	70′						86				78
CNW.	Baggage.....	66′	68									
CNW.	Coach.....	66′					57				57	
CNW.	Diner.....	66′				88				87		
CRIP.	Express.....	41′	25									
CRIP.	Baggage.....	60′	53									
CRIP.	Baggage.....	66′	65									
CRIP.	Baggage.....	70′	68									
CRIP.	Dormitory.....	70′					78				78	
CRIP.	Chair.....	70′			82				79			
CRIP.	Coach.....	74′			82				79			
CRIP.	Club.....	75′			95				92			
CRIP.	Diner.....	80′					95				95	
Light Weight Equipment:												
SP....	Baggage.....	Var.	65									
SP....	Baggage—Postal.....	"	69									
SP....	Baggage—30 ft. Postal	"	69									
SP....	Baggage—60 ft. Postal	"	62									
SP....	Baggage—Dormitory..	"				71	64			61	64	
SP....	Chair.....	"				71	63	64		60	63	56
SP....	Chair (Articulated)...	"					99	95			99	88
SP....	Chair—Baggage.....	"						63				55
SP....	Diner.....	"				77	72	64		66	72	56
SP....	Diner (Triplex).....	"					159	174			159	150
SP....	Tavern.....	"					62	65			62	57
SP....	Coffee Shop—Lounge.	"				77	72			66	72	
SP....	Lounge.....	"				74	66			61	66	
SP....	Parlor.....	"						65				57
SP....	Parlor—Observation..	"					58	62			58	54
SP....	Sleeping Cars.....	"				80				70		
Pull...	Sleeping Cars.....	"				65	68	62		65	68	62
UP...	Bage—Dorm (C of SF)	82′					62				62	
UP...	Bage—Dorm (C of SF)	76′				79				71		
UP...	Chair.....	75′				64				56		
UP...	Club—Lounge.....	75′				66				58		
CRIP.	Baggage and Mail....	70′	52									
CRIP.	Dormitory.....	83′					61				61	
CRIP.	Chair.....	80′					61				61	
CRIP.	Diner.....	80′					64				64	
CRIP.	Diner.....	83′					68				68	
CRIP.	Coffee Shop—Lounge.	83′					69				69	

CODE: ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

SACRAMENTO SUBDIVISION

EASTWARD — FIRST CLASS

Timetable No. 194 — September 29, 1957

Capacity of sidings		22 Mail	378 Pacific Coast Expediter	60 West Coast	102 City of San Francisco	28 San Francisco Overland	54 Sacramento Daylight	Mile Post Location	STATIONS	Distance from Sacramento
		Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Limits	BKWDOITP	PM 11.55	PM 10.15	PM 7.45	PM 6.43	PM 1.44	AM 8.10	89.0 / 88.9	TO-R **SACRAMENTO**	0.0
	BKP							89.8	0.9 **SACRAMENTO** (12th St.)	0.9
	W 87 IYP			7.54 PM			8.19 AM	91.8	ABS 2.0 **ELVAS**	2.9
	P							94.9	3.1 **BENALI**	6.0
Yd. Lmts.	BKIP	AM 12.16	10.38 PM		7.03	2.04		102.8	7.9 TO-R **ANTELOPE**	13.9
	BKWDOITYP	s 12.24 AM			7.11 PM	s 2.12 PM		106.6	3.8 TO-R **ROSEVILLE**	17.7
		Arrive Daily	Arrive Daily Ex. Sat., Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.7)	
		22	378	60	102	28	54			

Double Track

RULE 5. Time for No. 378 at Sacramento applies at east end Sacramento River Bridge MP 88.71.

RULE 93. First-class trains, except No. 378, enter and leave Sacramento passenger station on yard tracks between Sacramento River bridge and Sixth St.

EASTWARD — WESTWARD

Timetable No. 194 — September 29, 1957

Placerville Branch

Capacity of sidings	Mile Post Location	STATIONS	Station Number	Distance from Placerville
Yard Limits WIP	94.7	R **BRIGHTON**	9030	55.0
	95.9	1.2 **PERKINS**	12002	53.8
9	98.9	3.0 **MAYHEW**	12004	50.8
23 P	101.6	2.7 **MILLS**	12007	48.1
28 Yard Limits P	104.4	R 2.8 **CITRUS**	12010	45.3
9	110.1	5.7 **NATOMA**	12015	39.6
Yard Limits YP	111.1	R 1.0 **FOLSOM JCT.**	12016	38.6
6 P	118.0	6.9 **WHITE ROCK**	12023	31.7
11 P	126.1	8.1 **LATROBE**	12031	23.6
25	142.7	16.6 **EL DORADO**	12048	7.0
18 P	145.0	TO 2.3 **DIAMOND SPRINGS**	12050	4.7
Yard Limits BKP	149.7	TO-R 4.7 **PLACERVILLE**	12054	0.0
		(55.0)		

EASTWARD — WESTWARD

Timetable No. 194 — September 29, 1957

Fair Oaks Branch

Capacity of sidings	Mile Post Location	STATIONS	Station Number	Distance from Fair Oaks
Yd. Lmts. 28 P	104.4	**CITRUS**	12010	1.9
15 P	106.3	TO-R 1.9 **FAIR OAKS**	12012	0.0
		(1.9)		

EASTWARD — WESTWARD

Timetable No. 194 — September 29, 1957

Folsom Branch

Capacity of sidings	Mile Post Location	STATIONS	Station Number	Distance from Folsom
Yd. Lmts. YP	111.1	R **FOLSOM JCT.**	12016	0.7
22 WP	111.8	TO-R 0.7 **FOLSOM**	12017	0.0
		(0.7)		

WESTWARD

Timetable No. 194
September 29, 1957

Mile Post Location	STATIONS		Station Number	Distance from Roseville	FIRST CLASS 21 Mail	377 Pacific Coast Expediter	101 City of San Francisco	59 West Coast	27 San Francisco Overland	53 Sacramento Daylight
					Arrive Daily	Ar. Daily Ex. Mon., Tues.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
89.0	TO-R **SACRAMENTO**	Double Track	8889	17.7	AM	AM	AM	AM	PM	PM
88.9	0.9				S 12.40	3.30	S 7.30	S 8.10	S 12.40	S 6.00
89.8	**SACRAMENTO** (12th St.)		8889	16.8						
	2.0									
91.8	**ELVAS**		11303	14.8				8.01 AM		5.51 PM
	3.1									
94.9	**BENALI**		11306	11.7						
	7.9									
102.8	TO-R **ANTELOPE**		11314	3.8	12.14	3.02	7.05		12.10	
	3.8									
106.6	TO-R **ROSEVILLE**		11318	0.0	12.06 AM	2.50 AM	6.57 AM		12.02 PM	
	(17.7)				Leave Daily	Lv. Daily Ex. Mon., Tues.	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					21	377	101	59	27	53

ABS

RULE 5. Time for No. 377 at Roseville applies at East Valley Subdivision Junction switch.

Time for No. 377 at Sacramento applies at east end Sacramento River Bridge MP 88.71.

RULE 93. First-class trains, except No. 377, enter and leave Sacramento passenger station on yard tracks between Sacramento River bridge and Sixth Street.

EASTWARD

Timetable No. 194
September 29, 1957

Capacity of sidings	Mile Post Location	STATIONS		Station Number	Distance from Elvas	FIRST CLASS 53 Sacramento Daylight	59 West Coast
						Leave Daily	Leave Daily
Yard Limits IP	132.0	**POLK**	CTC Double Track	9029	4.2	PM 5.45	AM 7.55
		1.2					
128 WIP	133.2	**BRIGHTON**		9030	3.0	5.46	7.56
		3.0					
W 87 IYP	136.2	**ELVAS**		11303	0.0	5.51 PM	8.01 AM
		(4.2)				Arrive Daily	Arrive Daily
						53	59

ABS

WESTWARD

Timetable No. 194
September 29, 1957

Station Number	Distance from Elvas	FIRST CLASS 54 Sacramento Daylight	60 West Coast
		Arrive Daily	Arrive Daily
9029	4.2	AM 8.25	PM 8.00
9030	3.0	8.24	7.59
11303	0.0	8.19 AM	7.54 PM
		Leave Daily	Leave Daily
		54	60

Walnut Grove Branch

Timetable No. 194
September 29, 1957

Capacity of sidings	EASTWARD Mile Post Location	STATIONS		Station Number	WESTWARD Distance from Isleton
Yard Limits BKWDOITP	89.0 88.7	TO-R **SACRAMENTO**		8889	33.2
	94.2	5.5 **DEL RIO**		12106	27.7
31	97.5	3.3 **FREEPORT**		12109	24.4
58 P	104.6	7.1 **HOOD JCT.**		12116	17.3
27	107.9	3.3 **LAMBERT**		12119	14.0
Yard Limits 53 YP	113.4	5.5 TO **WALNUT GROVE**		12125	8.5
YP	121.9	8.5 TO **ISLETON**		12133	0.0
		(33.2)			

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Sacramento-Roseville line	
18W ..	93.5	Swanston...(Spur)	11304
10W ..	94.1	Haggin.....(Spur)	11305
.. ..	97.5	Planehaven.....	11309
8W P	99.4	Walerga.....	11311
		Polk-Sacramento line	
20E ..	134.6	Hopfen.....(Spur)	9031
		Placerville Branch	
16E ..	95.5	Ramona....(Spur)	12001
7 P	97.5	Manlove.....	12003
6E ..	100.3	Boyd.....(Spur)	13005
.. ..	100.7	Routier.....	12006
13W ..	107.4	Nimbus....(Spur)	12013
.. ..	127.6	Flonellis.....	12032
.. ..	128.1	Brela.....	12034
3E ..	130.3	Shrub.....(Spur)	12036
5 ..	131.4	Dugan.....	12037
.. P	131.7	Bullard.....(Spur)	12038
22 P	136.9	Shingle Springs....	12042
5W ..	147.7	Apex.....(Spur)	12053
		Walnut Grove Branch	
171W ..	105.3	Hood (on spur from Hood Jct.).	12117
15E ..	111.2	Mofuba....(Spur)	12122
W ..	112.6	Locke.....	12124

EASTWARD

FIRST CLASS

Timetable No. 194
September 29, 1957

Capacity of sidings	102 City of San Francisco Leave Daily	28 San Francisco Overland Leave Daily	22 Mail (c) Leave Daily	Mile Post Location	Station Number	STATIONS	Distance from Roseville
Yd. Lmts. BKWDOITYP	PM 7.11	PM 2.16	AM 12.32	106.6	11318	TO-R ROSEVILLE	0.0
P				110.6	11322	4.0 ROCKLIN	4.0
Yard Limits P	7.28	2.35	12.51	120.2	11331	TO 9.6 NEWCASTLE	13.6
E 71 P	7.33	f 2.41	12.56	124.2	11335	4.0 AUBURN, NEVADA ST.	17.6
E 96 P	7.39	2.48	1.02	129.1	11340	4.9 BOWMAN	22.5
P	7.46	2.55	1.09	134.3	11345	5.2 EAST APPLEGATE	27.7
Yard Limits E 128 BKWYP	c 7.56	c 3.06	s 1.32	141.7	11353	7.4 TO-R COLFAX	35.1
P				146.1 146.0	11357	4.4 CAPE HORN	39.5
E 98 WYP	8.17	3.29	1.55	152.2	11363	6.2 GOLD RUN	45.7
M 108 P	8.34	3.46	c 2.12	160.7	11372	8.5 MIDAS	54.2
WP	8.44	3.56	2.23	165.5 166.6	11378	4.8 BLUE CANON	59.0
Yard Limits M 110 WP	8.55	4.07	2.34	171.8	11382	5.2 EMIGRANT GAP	64.2
WP	9.07	4.20	c 2.47	177.9	11388	6.1 CRYSTAL LAKE	70.3
P			c	180.3	11390	2.4 CISCO	72.7
P	9.23	4.36	c 3.03	185.5	11396	5.2 TROY	77.9
E 126 BKWITP	9.38	c 4.51	f 3.18	192.0	11402	6.5 TO NORDEN	84.4
				195.8 197.2	11406	3.8 EDER	88.2
	9.53	5.06	c 3.33	200.6	11410	3.4 ANDOVER	91.6
	c 10.08	c s 5.27	s 4.03	208.0	11417	7.4 TO-R TRUCKEE	99.0
	10.28	5.49	s 4.28	222.4	11431	14.4 FLORISTON	113.4
	10.42	6.04	s 4.48	232.4	11441	10.0 VERDI	123.4
	s 11.14	s 6.38	s 5.45	242.9	11452	10.5 RENO	133.9
	s 11.25 PM	s 6.50 PM	s 5.58 AM	246.2	11455	3.3 TO-R SPARKS	137.2
	Arrive Daily	Arrive Daily	Arrive Daily			(137.2)	
	102	28	22				

Automatic Block Signal System
Automatic Train Stop
No. 2 Track

RULE 5. Time at C[illegible]ax for eastward trains applies at second crossover east of station.

ADDITIONAL STATIONS
No. 2 Track

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
17W	P	115.5	Penryn, Lincoln Ave. . (Spur)	11327
11W	..	126.5	Foothill. . . . . (Spur)	11337
..	..	131.4	Clipper Gap.	11342
..	P	137.6	New England Mills	11349
..	P	148.5	Magra.	11360
..	P	154.1	Dutch Flat.	11365
..	P	156.0	Alta.	11367
..	P	156.8	Towle	11368
..	P	176.1	Yuba Pass.	11386
28	P	190.6	Soda Springs.	11401
17W	P	216.3	Boca.	11425
..	P	221.5	Wickes.	11430
..	P	225.5	Mystic.	11435
17W	..	235.8	Mogul. . . . . (Spur)	11445
..	P	237.1	Lawton.	11446

Timetable No. 194
September 29, 1957

WESTWARD
FIRST CLASS

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Sparks	101 City of San Francisco Arrive Daily	27 San Francisco Overland Arrive Daily	21 Mail (c) Arrive Daily
Yd. Limits: BKWDOITYP	106.6	Automatic Block Signal System	TO-R ROSEVILLE 4.0	11318	138.7	AM 6.57	AM s 11.58	PM s 11.55
P	110.6		ROCKLIN 3.3	11322	134.7			
W 130 P	113.9		LOOMIS 2.7	11503	131.4	6.48	11.47	11.42
W 44 P	116.6		PENRYN 3.0	11506	128.7			
Yard Limits W 55 P	119.6		TO NEWCASTLE 4.9	11509	125.7	6.37	11.36	11.31
W 127 P	124.5		AUBURN 3.9	11514	120.8	6.27	f 11.25	11.21
P	128.4		BOWMAN 13.7	11518	116.9	6.19	11.17	11.13
Yard Limits W 100 BKYP	142.1		TO-R COLFAX 4.3	11353	103.2	c 5.51	c 10.49	s 10.45
P	146.4		CAPE HORN 6.2	11357	98.9			
W 93 YP	152.6	Automatic Train Stop	GOLD RUN 8.5	11363	92.7	5.30	10.27	10.14
M 108 P	161.1		MIDAS 4.9	11372	84.2	5.13	10.10	c 9.57
WP	166.0		BLUE CANON 5.1	11378	79.3	5.03	10.00	9.47
Yard Limits M 107 WP	171.1 171.8		EMIGRANT GAP 6.1	11382	74.2	4.53	9.50	9.36
P	177.9		CRYSTAL LAKE 2.4	11388	68.1	4.41	9.38	c 9.23
P	180.3		CISCO 5.3	11390	65.7			c
P	185.6		TROY 6.5	11396	60.4	4.25	9.22	c 9.06
W 122 BKWITP	192.1		TO NORDEN 5.1	11402	53.9	4.12	c 9.08	f 8.52
IP	197.2		EDER 3.4	11406	48.8			
IP	200.6		ANDOVER 7.4	11410	45.4	3.54	8.50	c 8.34
Yard Limits W 125 BKWDYP	208.0		TO-R TRUCKEE 8.2	11417	38.0	c 3.39	s 8.34 c	s 8.18
P	216.2 216.3		BOCA 6.1	11425	29.8	3.27	8.19	7.56
P	222.4		FLORISTON 9.9	11431	23.7	3.19	8.10	c 7.46
M 107 P	232.3		VERDI 10.5	11441	13.8	3.06	7.55	c 7.30
P	242.8 242.9		RENO 3.3	11452	3.3	s 2.50	s 7.37	s 7.12
Yd. Limits: BKWDOTYP	246.2		TO-R SPARKS	11455	0.0	2.38 AM	7.25 AM	6.50 PM
			(138.7)			Leave Daily	Leave Daily	Leave Daily
						101	27	21

No. 1 Track

No. 2 Track

RULE 5. Time applies as follows: At Newcastle, at east crossover switch. Westward trains must stop east of east crossover switch unless authorized by train-order signal to proceed.

ADDITIONAL STATIONS
No. 1 Track

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
10E	..	241.0	West Reno .....(Spur)	11450
23E	P	237.1	Lawton.....(Spur)	11446
..	..	235.7	Mogul.....	11445
8E	P	225.4	Mystic.....(Spur)	11435
..	P	221.5	Wickes.....	11430
..	..	193.0	Summit.....	11403
..	P	190.7	Soda Springs.....	11401
16E	P	176.1	Yuba Pass.....(Spur)	11386
18E	P	157.2	Towle.....(Spur)	11368
..	P	156.4	Alta.....	11367
6E	P	154.5	Dutch Flat.....(Spur)	11365
4E	P	148.9	Magra.....(Spur)	11360
23E	P	137.1	New England Mills..(Spur)	11527
..	..	133.9	West Applegate.....	11524
..	P	130.9	Clipper Gap.....	11521

EASTWARD

Capacity of sidings	THIRD CLASS 498 Freight	496 Freight	494 Freight	492 Freight	FIRST CLASS 378 Pacific Coast Expediter	Mile Post Location	Timetable No. 194 September 29, 1957 STATIONS	Station Number	Distance from Tehama	WESTWARD FIRST CLASS 377 Pacific Coast Expediter
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sat., Sun.					Ar. Daily Ex. Mon., Tues.
Yard Limits BKWDOITYP	PM 6.10	AM 11.50	AM 6.01	AM 1.30	PM 11.33	106.6	TO-R ROSEVILLE	11318	105.1	AM s 2.10
97 P	6.22	PM 12.02	6.13	1.42	11.41	112.8	6.2 WHITNEY	11606	98.9	1.58
116 P	6.28	12.08	6.19	**1.52**	11.46	117.0	TO 4.2 LINCOLN	11610	94.7	**1.52**
92 P	6.35	12.15	6.26	2.00	11.51	122.1	5.1 BROCK	11616	89.6	1.46
123 P	6.42	12.22	6.33	2.07	PM 11.57	128.1	TO 6.0 WHEATLAND	11622	83.6	1.40
28 YP						131.2	3.1 ERLE	11625	80.5	
88 P	6.50	12.30	6.41	2.15	AM 12.04	134.2	3.0 OSTROM	11628	77.5	1.32
Yd.Lmts.						139.8	5.6 DANTONI JCT.	11633	71.9	
110 BIYP	7.00	12.40	6.51	2.25	12.13	140.8	1.0 MARYSVILLE	11634	70.9	1.22
KIP						141.8	TO-R 1.0 BINNEY JCT.	11635	69.9	
99 P	7.08	12.48	6.59	2.33	12.19	144.7	2.9 BERG	11638	67.0	1.15
IP						151.5	6.8 LIVE OAK	11645	60.2	
127 P	7.21	1.01	7.12	2.46	12.31	155.9	4.4 FAGAN	11649	55.8	1.03
P	7.24	1.04	7.15	2.49	12.34	158.0	TO 2.1 GRIDLEY	11651	53.7	1.00
40 P	7.28	1.08	7.19	2.53		161.4	TO 3.4 BIGGS	11655	50.3	12.56
100 P	7.37	1.17	7.28	3.02	**12.46**	167.4	6.0 RICHVALE	11661	44.3	**12.46**
88 P	7.52	1.32	7.43	3.17	12.59	178.1	TO 10.7 DURHAM	11672	33.6	12.33
Yard Limits 149 BKYP	8.02	1.42	7.53	3.27	1.08	184.2	TO-R 6.1 CHICO	11678	27.5	12.25
97 P	8.15	1.55	8.06	3.40	1.30	193.6	9.4 ANITA	11687	18.1	12.13
130 P	8.26	2.06	8.17	3.51	1.40	203.0	9.4 VINA	11696	8.7	12.03 AM
P	8.37 PM	2.17 PM	8.28 AM	4.02 AM	1.50 AM	211.7	8.7 TEHAMA	11705	0.0	11.53 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.		(105.1)			Lv. Daily Ex. Sun., Mon.
	498	496	494	492	378					377

Automatic Block Signal System

RULE 5. Time for East Valley Subdivision trains at Roseville applies at East Valley Subdivision junction switch.
Time at Tehama applies at junction switch.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
21E	P	118.4	Clayton.....(Spur)	11611
29	..	121.0	Ewing.....	11614
27W	..	138.9	Rupert.....(Spur)	11632
27W	..	147.7	Lomo.....(Spur)	11641
27E	..	149.8	Sunset.....(Spur)	11643
6E	..	164.1	Riceton.....(Spur)	11658
22E	P	171.5	Nelson.....(Spur)	11665
23	P	191.3	Nord.....	11685
34W	P	209.7	Los Molinos.....(Spur)	11703

EASTWARD Capacity of Sidings	Mile Post Location		Timetable No. 194 September 29, 1957 Stirling City Branch STATIONS	Station Number	Distance from Stirling City	WESTWARD
Yard Limits BKYP	184.2	TO	CHICO	11678	31.2	
16	198.2		14.0 PARADISE	12814	17.2	
8	203.2		5.0 MAGALIA	12819	12.2	
Y	215.4		12.2 STIRLING CITY	12831	0.0	
			(31.2)			

EASTWARD Capacity of Sidings	Mile Post Location		Timetable No. 194 September 29, 1957 Dantoni Branch STATIONS	Station Number	Distance from Dantoni	WESTWARD
Yd. Lmts.	139.8		DANTONI JCT.	11633	4.4	
47	144.2		4.4 DANTONI	12704	0.0	
			(4.4)			

EASTWARD Capacity of Sidings	Mile Post Location		Timetable No. 194 September 29, 1957 Oroville Branch STATIONS	Station Number	Distance from Oroville	WESTWARD
Yard Limits KIP	141.8					
	122.7	TO-R	BINNEY JCT.	11635	25.2	
	135.0		12.3 HONCUT	12612	12.9	
	147.9		12.9 OROVILLE	12625	0.0	
			(25.2)			

EASTWARD Capacity of Sidings	Mile Post Location		Timetable No. 194 September 29, 1957 Yuba City Branch STATIONS	Station Number	Distance from Wilson	WESTWARD
	144.7					
100 P	144.4		BERG	11638	14.4	
YP	147.6		3.2 YUBA CITY	12503	11.2	
45	150.3		2.7 BOGUE	12506	8.5	
	152.2		1.9 OSWALD	12508	6.6	
28	156.6		4.4 TUDOR	12512	2.2	
	158.8		2.2 WILSON	12514	0.0	
			(14.4)			

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
			Stirling City Branch	
29E	..	188.3	Butte Creek....(Spur)	12804
..	..	202.0	Optimo.....	12818
4E	W	210.0	Doon.....(Spur)	12826
			Oroville Branch	
14E	..	126.5	Mello.....(Spur)	12604
20E	..	130.7	Ramirez.....(Spur)	12608
19E	..	142.5	Palermo.....(Spur)	12620
25E	..	145.0	Villa Verona....(Spur)	12622
			Yuba City Branch	
..	..	155.6	Abbott.....	12511
			Dantoni Branch	
5W	..	143.0	Linda.....(Spur)	12703

EASTWARD

Capacity of sidings	THIRD CLASS 498 Freight Leave Daily	496 Freight Leave Daily	494 Freight Leave Daily	492 Freight Leave Daily	FIRST CLASS 20 Passenger (c) Leave Daily	12 Cascade Leave Daily	10 Shasta Daylight Leave Daily	378 Pacific Coast Expediter Lv. Daily Ex. Sun., Mon.	Mile Post Location	Timetable No. 194 September 29, 1957 STATIONS	Distance from Davis
Yard Limits N 83 KWIYP					PM 11.00	PM 6.35	AM 9.40		75.6	TO-R DAVIS	0.0
100 P						6.40			80.7	5.1 MERRITT	5.1
Yard Limits 96 BKP					s 11.14	6.44	9.49		84.9	TO-R 4.2 WOODLAND	9.3
36 P					11.21				89.9	TO 5.0 YOLO	14.3
104 P					11.26	6.53	9.58		95.8	5.9 ZAMORA	20.2
106 P					11.36	7.03	10.08		108.3	12.5 HARRINGTON	32.7
40 P					s 11.42				113.5	TO 5.2 ARBUCKLE	37.9
43 P					PM s 11.55	7.16	10.21		124.2	TO 10.7 WILLIAMS	48.6
100 P					AM 12.01				129.1	4.9 CORTENA	53.5
P					f 12.05				133.0	3.9 MAXWELL	57.4
100 P					c 12.15	7.27	10.32		138.3	5.3 DELAVAN	62.7
Yard Limits 112 KWP					s 12.40	7.37	10.42		149.9	TO 11.6 WILLOWS	74.3
Yd. Lmts. 37 KP					s 12.54	7.50			165.4	TO-R 15.5 ORLAND	89.8
Yd. Lmts. 31 YP					1.15		10.56		167.0	1.6 WYO	91.4
38 P					s 1.43	8.09	11.06		178.5	TO 11.5 CORNING	102.9
41 P					s 1.52	8.13	11.09		181.6	3.1 RICHFIELD	106.0
P	PM 8.37	PM 2.17	AM 8.28	AM 4.02	s 1.57	8.19	11.14	AM 1.50	186.3 211.7	4.7 TEHAMA	110.7
Yard Limits 158 BKWDIYP	8.43 PM	2.23 PM	8.34 AM	4.08 AM	s 2.15 AM	s 8.25 PM	s 11.20 AM	s 1.55 AM	213.8	TO-R 2.1 GERBER	112.8
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.		(112.8)	
	498	496	494	492	20	12	10	378			

Automatic Block Signal System

RULE 5. Time at Gerber applies at station sign and at Tehama at junction switch.

Time for eastward first-class trains at Davis applies at signal bridge 1200 feet east of Tower.

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 194 September 29, 1957 Colusa Branch STATIONS	Station Number	WEST-WARD Distance from Wyo
106 P	108.3	R HARRINGTON	11833	72.1
Yard Limits 60	120.8	TO 12.5 GRIMES	12213	59.6
33 P	133.0	TO 12.2 COLUSA	12225	47.4
	145.9	12.9 PRINCETON	12238	34.5
	150.4	4.5 CODORA	12242	30.0
Yard Limits 35 P	170.0	TO 19.6 HAMILTON	12262	10.4
Yard Limits 31 YP	180.4	10.4 WYO	11891	0.0
		(72.1)		

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 194 September 29, 1957 Knights Landing Branch STATIONS	Station Number	WEST-WARD Distance from Josephine
Yd. Lmts. 96 BKP	84.9	TO-R WOODLAND	11809	32.4
Yd. Lmts. 18 P	87.7	2.8 SUGARFIELD	12403	29.6
P	94.0	TO 6.3 KNIGHTS LANDING	12409	23.3
	96.9	2.9 MARCHANT	12413	20.4
13	117.3	20.4 JOSEPHINE	12432	0.0
		(32.4)		

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 194 September 29, 1957 Ensley Branch STATIONS	Station Number	WEST-WARD Distance from Ensley
	96.9	MARCHANT	12413	0.7
	97.6	0.7 ENSLEY	12414	0.0
		(0.7)		

Timetable No. 194

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Automatic Block Signal System

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Gerber	11 Cascade	19 Passenger (c)	9 Shasta Daylight	377 Pacific Coast Expediter
				Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.
75.6	TO-R **DAVIS** 5.1	8875	112.8	AM s 6.40	PM s 5.20	PM s 9.08	
80.7	**MERRITT** 4.2	11805	107.7	6.33	5.12	9.01	
84.9	TO-R **WOODLAND** 5.0	11809	103.5	6.28	s 5.05	8.57	
89.9	TO **YOLO** 5.9	11814	98.5		4.44		
95.8	**ZAMORA** 12.5	11820	92.6	6.17	4.39	8.46	
108.3	**HARRINGTON** 5.2	11833	80.1	6.07	4.29	8.36	
113.5	TO **ARBUCKLE** 10.7	11838	74.9		c f 4.24		
124.2	TO **WILLIAMS** 4.9	11849	64.2		s 4.13	8.23	
129.1	**CORTENA** 3.9	11854	59.3	5.50	4.03	8.19	
133.0	**MAXWELL** 5.3	11857	55.4		s 3.59		
138.3	**DELAVAN** 11.6	11863	50.1	5.42	c 3.52	8.12	
149.9	TO **WILLOWS** 15.5	11874	38.5	5.32	s 3.41	8.02	
165.4	TO-R **ORLAND** 1.6	11890	23.0		s 3.21	7.50	
167.0	**WYO** 11.5	11891	21.4	5.18	3.15	7.48	
178.5	TO **CORNING** 3.1	11903	9.9		s 3.04	7.38	
181.6	**RICHFIELD** 4.7	11906	6.8	5.06	c 2.58	7.34	
186.3 211.7	**TEHAMA** 2.1	11705	2.1	5.01	2.53	7.30	PM 11.53
213.8	TO-R **GERBER**	11707	0.0	AM 4.58	PM 2.50	PM 7.27	PM 11.50
	(112.8)			Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.
				11	19	9	377

RULE 5. Time at Gerber applies at station sign and at Tehama at junction switch.

Time for eastward first-class trains at Davis applies at signal bridge 1200 feet east of Tower.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
			Davis-Gerber line	
24W	..	92.1	Dufour.....(Spur)	11816
17W	P	103.2	Dunnigan.....(Spur)	11828
33E	..	106.4	Hershey.....(Spur)	11831
30E	..	117.6	Genevra.....(Spur)	11842
12E	..	126.8	Delphos.....(Spur)	11852
23E	..	144.3	Logandale.....(Spur)	11869
..	..	146.0	Riz.....	11871
66E	P	156.8	Artois .....(Spur)	11881
13W	..	162.0	Greenwood .....(Spur)	11886

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
			Colusa Branch	
22W	..	112.3	College City.....(Spur)	12204
12E	..	116.0	Graino.....(Spur)	12208
11E	..	124.4	Sycamore.....(Spur)	12216
..	..	126.5	Cobble.....	12218
13E	..	143.2	Stegeman.....(Spur)	12235
..	..	155.6	Glenn.....	12247
19E	..	162.1	Ordbend.....(Spur)	12254
12W	..	165.9	Rotavele.....(Spur)	12258
40	..	178.6	Cory.....	12270

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
			Knights Landing Branch	
19W	..	100.4	Robbins.....(Spur)	12416
41W	..	105.1	Subaco.....(Spur)	12420
23	..	111.2	Hinsdale.....	12426
..	..	113.3	Tisdale.....	12428

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
19	Richfield	Flag	Daily exc. Sun. & Hol.			To exchange U.S. Mail on request of R. P. O. Clerk
19	Artois	Flag	Daily exc. Sun. & Hol.			To exchange U.S. Mail on request of R. P. O. Clerk
19	Delavan	Flag	Daily exc. Sun. & Hol.			To exchange U.S. Mail on request of R. P. O. Clerk
19	Arbuckle	Stop	Daily exc. Sun. & Hol.			To exchange U.S. Mail
19	Arbuckle	Flag	Daily	West of Davis		
20	Delavan	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail by locker
20	Artois	Stop	Daily			To exchange U. S. Mail by locker
21	Verdi	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail by locker
21	Floriston	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail by locker
21	Midas	Flag	Fri. Sat. & Sun.			To receive or discharge employes
21	Crystal Lake	Flag	Fri. Sat. & Sun.			To receive or discharge employes
21	Cisco	Flag	Fri. Sat. & Sun.			To receive or discharge employes
21	Troy	Flag	Fri. Sat. & Sun.			To receive or discharge employes
21	Andover	Flag	Fri. Sat. & Sun.			To receive or discharge employes
22	Midas	Flag	Sat. Sun. & Mon.			To receive or discharge employes
22	Crystal Lake	Flag	Sat. Sun. & Mon.			To receive or discharge employes
22	Cisco	Flag	Sat. Sun. & Mon.			To receive or discharge employes
22	Troy	Flag	Sat. Sun. & Mon.			To receive or discharge employes
22	Andover	Flag	Sat. Sun. & Mon.			To receive or discharge employes
27,28	Truckee	Make second stop when necessary	Daily			To entrain or detrain Pullman passengers
27	Norden	Flag	Daily	Berkeley		
27	Colfax	Flag	Daily	Berkeley	Reno	
28	Colfax	Flag	Daily		Berkeley	
28	Norden	Flag	Daily		Berkeley	
101	Truckee	Make second stop when necessary	Daily			To entrain or detrain Pullman passengers
101	Truckee	Flag	Daily	Berkeley and Stockton	Ogden	
101	Colfax	Flag	Daily		Ogden	
102	Colfax	Flag	Daily	Ogden		
102	Truckee	Flag	Daily	Ogden	Berkeley and Stockton	
102	Truckee	Make second stop when necessary	Daily			To entrain or detrain Pullman passengers

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

RULE 82-A. Trains to Western Division at Polk, originating at Sacramento, Roseville or Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Sacramento, Roseville or Antelope will apply the same as if addressed to them at Polk.

First-class trains to or from Western Division at Polk will assume the corresponding number and schedule at Polk without clearance.

Second-class trains and sections thereof, authorized on Western Division (Merced Subdivision) from Lathrop, may display indicators and signals, if any, as such schedule or section on Sacramento Division Roseville or Antelope to Polk and on Lathrop Subdivision Polk to Lathrop, operate as authorized by Rules D-97-A and D-251 Roseville or Antelope to Polk and Polk to Lathrop, and register accordingly at Stockton.

Second-class trains and sections thereof, authorized on Western Division (Merced Subdivision) to Lathrop and moving between Lathrop and Roseville, may display the same indicators and signals, if any, on Lathrop Subdivision Lathrop to Polk and on Sacramento Division Polk to Roseville, operate as authorized by Rules D-97-A and D-251 Lathrop to Polk and Polk to Roseville and register accordingly at Stockton and Roseville.

Trains to Western Division at Sacramento, originating at Roseville or Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville or Antelope will apply the same as if addressed to them at Sacramento and trains may leave Sacramento without clearance.

No. 378 and extra trains from Western Division passing Sacramento will not obtain clearance at Sacramento.

RULE 83-A. At the following stations, only the trains indicated will register:

Sacramento—Trains originating or terminating, except No. 377, No. 378 and extra trains passing Sacramento to or from Western Division.

Antelope—Westward extra trains.

Roseville—All trains, except that No. 378 and freight trains terminating will register at yard office.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Antelope—Westward extra trains.

Roseville—First-class trains.

Folsom—Trains required to go to Folsom will register the same information as shown on register at Folsom Jct.

RULE D-97-A. Applies between Sacramento and Roseville and between Polk and Elvas.

RULE 221. No. 377 and westward extra trains only will obtain clearance at Antelope.

RULE D-251. Applies to the following tracks:

Both tracks between Sacramento and Elvas.

Eastward track Elvas to Antelope.

Westward track Antelope to Elvas.

Westward track Sacramento to Davis train-order office (Western Division).

RULE 83-A. At the following stations, only the trains indicated will register:
Truckee—Trains originating or terminating.
Colfax—Trains originating or terminating.
Roseville—All trains, except that freight trains terminating will register at yard office.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:
Roseville—First-class trains.

RULE D-97-A. Applies between Roseville and Sparks.

RULE 221. Train-order signals at Norden are light type signals identified by an illuminated sign "Train Order Signal" on the signal mast. When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed."
Light engines may leave Norden for Truckee as extras without obtaining clearance at Norden.

RULE D-251. Applies to the following tracks:
No. 2 Track Roseville to Bowman but eastward trains, except first-class, must not leave Roseville unless proceed signal received from yardman, green flag by day, green light by night.
No. 2 Track Andover to Truckee.

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

RULE 82-A. Crews arriving Tehama on No. 377, also sections of this schedule holding proper clearance or train-order authority, may assume corresponding schedule or section at Tehama without clearance.

RULE 83-A. At the following stations, only the trains indicated will register:
Roseville—All trains, except that freight trains terminating will register at yard office.
Binney Jct., Chico—Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:
Roseville—First-class trains.

RULE 204. Trains to or from East Valley Subdivision with the same conductor and engineer operating through Tehama may be issued train orders on East Valley Subdivision or West Valley Subdivision that affect their movement on either of these subdivisions.

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

RULE 82-A. Crews arriving Tehama on Nos. 378, 492, 494, 496 and 498, also sections of those schedules holding proper clearance or train-order authority, may assume corresponding schedule or section at Tehama without clearance.

RULE 83-A. At the following stations, only the trains indicated will register:
Woodland—Trains originating or terminating.
Orland—Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:
Davis—All trains to or from West Valley Subdivision.

RULE 97. Extra trains must not operate via Colusa Branch unless train order so specifies.

RULE 105.
Davis—North siding is first track west of main track on Gerber line extending from MP 75.79 to MP 76.52.
Wyo—Second track of the two tracks paralleling main track, is siding.
Gerber siding, which can be used by trains to and from East Valley Subdivision only, extends from just west of junction switch at Tehama to 550 feet west of crossover leading to yard tracks.